

## Attachment 3.

### Evaluation and Selection Process for Connect Oregon II

#### Evaluation Criteria:

Legislation requires projects be evaluated based on five **considerations** of which the first *three* are considered “**strategic**”:

- whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- whether a proposed transportation project results in an economic benefit to the state;
- whether a proposed project is a critical link connecting elements of Oregon’s transportation system that will measurably improve utilization and efficiency of the system;
- how much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund; and
- whether a proposed transportation project is ready for construction

Projects must then be **sorted** into “tiers” by how many of the HB 2278 considerations are met.

- Tier 1 – meets all considerations thoroughly
- Tier 2 – meets all three of the strategic considerations thoroughly
- Tier 3 – meets 1 or 2 of the strategic considerations thoroughly
- Tier 4 – does not meet any of the strategic considerations thoroughly.

“Thoroughly” implies that project shall demonstrate through application responses and through the requested independent verification that the project will accomplish the intent of the legislation.

Within each tier, projects are then **ranked** into high, medium or low rank, based on how well the project meets the needs of

- the mode or transportation system, and
- the region or state.

Thus, a tier 2 project could be ranked higher than a tier 1 project.

Finally, an overall **priority** number is assigned to indicate the preference of the reviewing committee for each project by in relation to all other projects being reviewed.

Thus, a project ends up with a *Tier*, a *Rank* and a *Priority* assignment.

**Selection Process:**

Five informational meetings for interested stakeholders were held throughout the state. The application period opened in September 2007 and closed in late November 2007.

Project recommendations are being made on several levels:

1. The applications are screened for completeness and technical feasibility by ODOT and also by an Oregon Economic & Community Development Department (OECDD) economist for economic benefit to the state. The projects are placed in “tiers” as described above. This step was completed February 28, 2008.
2. Modal advisory committees (air, rail, marine, freight, and public transit) review the applications, and ranked and prioritized the projects within each mode. This step was completed March 11, 2008.
3. Regional committees composed of the Area Commissions on Transportation (ACTs), Lane Co., and Portland Metro Area, recommend their region’s priorities once the modal committee reports are issued. **For Region 2, the All Area meeting will be held on April 11, and all applications within Region 2 will be prioritized.**
4. A Final Review Committee (composed of representatives from the State Aviation Board, Freight Advisory Committee, Public Transit Advisory Committee, Rail Advisory Committee, Marine Project and Planning Advisory Committee, the ACTs/Lane Co. and the Portland Metro Area Committee) receive the regional committee priorities, and then combine all prioritized projects in the state and create one draft list for OTC review. This meeting will be held around the end of April/beginning of May.
5. The Oregon Transportation Commission (OTC) will hold a public hearing in May 2008 to consider the applications, and will select grant recipients in June 2008. Project implementation will be ongoing from June 2008.